RTIP ID# 713

Project Description *(clearly describe project)*

I-215 corridor North from Rte 10 to Rte 30 – Add 2 mixed flow lanes, 1 in each direction.

I-215 corridor North – In San Bernardino, on I-215 form Rte 10 to Rte 210 – Add 2 HOV lanes, 1 in each direction and operational improvements including auxiliary lanes and CD roads.

Type of Project *(use Table 1 on instruction sheet)*

Change to existing state highway

County	**Narrative Location/Route & Postmiles** SBd /215/PM 4.1 -10.1
San Bernardino	**Caltrans Projects – EA#** 00713

Lead Agency: Caltrans

Contact Person	**Phone#**	**Fax#**(909) 383-6494	**Email**
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Hot Spot Pollutant of Concern *(check one or both) PM2.5* X **PM10**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	X **PS&E or Construction**	**Other**

Scheduled Date of Federal Action: July –September 2006, RW E-76, AAA Concur, PSE approval

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start			10/06,8/07,8/08	1/15/07, 5/07
End		10/08,8/1/06,12/06		7/15/09,12/09

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The average daily traffic (ADT) for north and south bound combined varies between 86,600 and 168,100 from Segment 3 to Segment 5. The ADT is expected to increase to between 160,000 and 274,500 in the year 2030. In the form the most representative ADT is taken which is in the Northbound (NB) direction. Note that the completed SR 210 was included in the model as a major traffic generator during reverse peak periods. In the early 1970s it was recognized that due to projected traffic volumes and existing operational characteristics, access and safety improvements were warranted for this section of I-215. The proposed project will improve safety and capacity through improved operational characteristics, including removal of left hand on and off ramps merging into the number 1 mixed flow lane.

According to traffic counts and observations, the existing facility becomes congested to a point of stop-and-go traffic flow at about 1600 vehicles per lane per hour, or 9600 vehicles per hour for the six-lane freeway. This is due to the presence of left entrance and exit ramps and other design characteristics such as: interchange spacing, partial interchanges, and weaving distances. Existing peak-hour traffic volumes are above the capacity of the freeway from approximately I-10 to the I-215/SR-259 Interchange. Ramp capacities are also observed in the project area, particularly at Orange Show Road and Inland Center Drive, where peak-hour traffic queues far enough to extend into freeway travel lanes. In accordance with projected increases in populations and development, future traffic volumes are anticipated to increase significantly in comparison to today's volumes.

The existing I-215 freeway was built to design standards acceptable for its time of construction and type of facility. This project will upgrade this section of highway to current Highway Design Standards where feasible.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Land uses adjacent to I-215 within the project limits are primarily urbanized consisting of residential. The existing facility consists of 3 mixed flow lanes in each direction that incorporates a southbound auxiliary lane between Inland Center Drive and 2nd Street, which was constructed in 1999. This has been the only significant change to the existing facility since

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Build ADT with trucks year 2003 (NB) 34,600 –97,600; ADT Trucks; % Truck; # Trucks

No Build ADT with trucks year 2003 (NB) 34,600 –97,600; ADT Trucks; % trucks %; # trucks

The various segments of the existing freeway operate between Levels of Service (LOS) E and F (PM) for the northbound direction, and between LOS D and E (AM) in the southbound direction.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Build ADT Horizon year 2030 (NB) 51,300-144,300; ADT Trucks 4030-7810; % Trucks 7.8% - 5.4%;

No Build ADT with trucks year 2030 (NB) 45,500-128400; ADT Trucks 3590-6950; % Trucks 7.9% - 5.4%

Increase in Trucks traffic from no builds to Build 440- 860 trucks; % increase in trucks 0.6% to 0.9%. This not a significant increase

All freeway segments will operate at LOS F in the year 2030 no build condition

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

The various segments of the existing freeway operate between Levels of Service (LOS) E and F (PM) for the northbound direction, and between LOS D and E (AM) in the southbound direction. All freeway segments will operate at LOS F in the year 2030 no build condition. The preferred alternative calls for the construction of a Braided Ramp/Split Diamond System to implement the proposed project. The LOS is significantly improved for the build option, which includes one HOV lane and a fourth mixed flow lane in each direction.

The VA Traffic Study for the proposed design variation showed a few areas along the corridor where there was still LOS F. To mitigate these areas, auxiliary lanes were added to facilitate weaving and to bring the LOS up to E. Specific areas addressed were between Mill and 2nd Street and between 5th and Baseline.

Comments/Explanation/Details *(attach additional sheets as necessary)*
Narrative Attach additional sheets as necessary; include reason why POAQC or Not POAQC decision is appropriate

This is considered to be a project of Air quality concern. The attached report elaborates that the implementation of the project would not adversely affect the local air quality. The no-build vs. build traffic information indicates that there is not a significant increase in truck traffic (less than 1%,). Furthermore, the proposed improvements would reduce traffic congestion, improve local access, and improve existing roadway elements to current design standards. The improvement in flow would result in higher travel speeds. Diesel trucks produce fewer PM2.5 emissions at higher speeds and the project would be expected to reduce emissions from individual diesel trucks relative to conditions without the project.